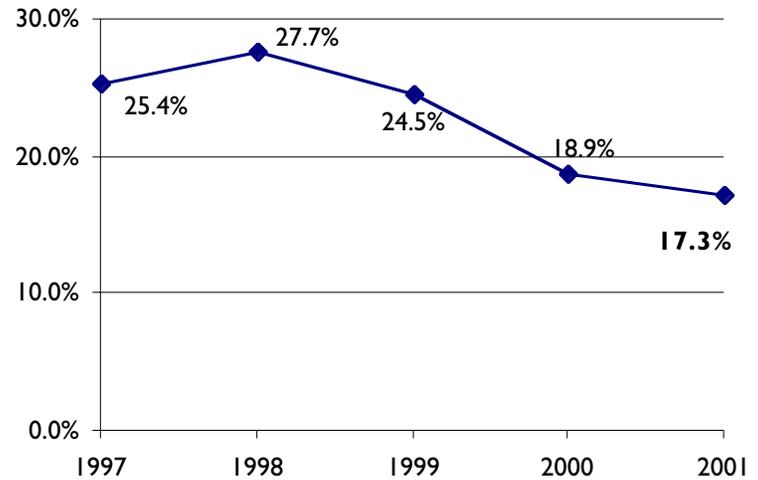


RESCUE MUNI *Transfer*

No. 16,
March 2002

2002 Muni Riders' Survey

% of riders delayed



2002:
?

Volunteers Needed! (Forms inside.)

Inside:

From the Chair: RM NeedsYou!	2
Rescue Muni's "Phase 0" Service	
Expansion Recommendations	3
Proposition 42: Two Opinions	9
Muni's FY 2003 Budget	12
RESCUE MUNI Calendar	14
Muni Riders' Survey Forms	Center

RM Endorsements:

Mark Leno

for Assembly Dist. 13

NO on Prop. 42

Don't forget to vote March 5!



RESCUE MUNI

P.O. Box 190966
San Francisco, CA 94119-0966
415-273-1558 • www.rescuemuni.org

March 2002

Transfer

The Newsletter of
RESCUE MUNI

2002 Riders' Survey

"Phase 0" Expansion Plan
Rescue Muni Needs You!
FY 2003 Muni Budget
Commuter Check • Prop 42
Streetcar Noise

ADDRESS SERVICE REQUESTED

**Place
Stamp
Here**

From the Chair: RM Needs You!

Rescue Muni chair **Andrew Sullivan** comments on the state of the organization, our potential future as a transit riders' association, and how you can help.

Rescue Muni, San Francisco's transit riders' association, has made quite a bit of progress in the over five years it has been in existence. Our hundreds of volunteers have measured Muni's performance objectively, monitored Muni's budgets and service expansion plans, lobbied for increased funding for Muni, and kept a watchful eye on San Francisco traffic planning to make sure transit riders benefit from changes on the street. In 1999, we joined with SPUR, the Environmental Organizing Committee, and ultimately the Mayor and Board of Supervisors to pass Proposition E, the charter amendment that established strong service standards and dedicated funding for Muni.

Muni has shown significant progress in recent years. Today, Muni is providing significantly better service than in 1996, when we were formed. In part,

this is because Muni's budget rose significantly - from **\$287 million** in FY 1996/97 to **\$449 million** in FY 2002/03 (though the budget will be a problem this year - see the article at right). This is also because Muni has in recent years been able to replace much of its aging fleet with newly available capital dollars. (For example, Muni just this year completed replacement of the very unreliable Boeing streetcar fleet.)

However, Rescue Muni's volunteers have made a big difference here as well - by insisting on accountability. Our focus on on-time, reliable service led to the adoption of strict service standards in 2000, and many of our members who sit on the Citizens' Advisory Council have kept the pressure on Muni to meet these standards. This year, Muni is approaching (but has not yet hit) its target of 70% on-time service;

Continued on page 10

Transfer

the newsletter of RESCUE MUNI

March 2002 - No. 16

Editor: Eric Carlson

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RESCUE MUNI (Riders for an Efficient, Safe, Consistent, Utilized, and Expedient Muni), founded 1996, is a volunteer-run, not-for-profit transit riders' association.

Hotline: **415-273-1558**

www.rescuemuni.org

transitl@rescuemuni.org

Membership Form

We need YOU to help us Rescue Muni.

Join us by mailing this form to P.O. Box 190966, San Francisco, CA 94119-0966.

You can also join online at www.rescuemuni.org.

Name:

Address:

Phone:

Fax:

Email:

Muni lines you ride:

riders in your household:

I would like to volunteer! Y N

Membership category:

\$5 Student / Limited Income

\$15 Basic

\$40 Sustaining

\$100 Contributing

Other: \$_____

Rescue Muni may from time to time publish membership lists *with names only*. May we publish your name only as a member? Y N

Signature:

Steering Committee

Chair: Andrew Sullivan

Vice-Chair: Daniel Murphy

Charlotte Breckenridge, Eric Carlson, Joan Downey, Dan Krause, Richard Mlynarik, David Pilpel, Howard Strassner, David Vasquez

Executive Committee

Chair: Andrew Sullivan (acting)

Vice-Chair: Richard Mlynarik

Membership Sec'y: Daniel Murphy

Recording Sec'y: Howard Strassner

Corresponding Sec'y: Eric Carlson

Treasurer: Joan Downey

Coordinators:

Charlotte Breckenridge, David Pilpel, Andrew Sullivan, Dan Krause

Standing Committees

Muni Metro: addresses scheduling and reliability of Muni's light rail lines. Meets second Wed. of every month, 6 p.m., at

SPUR, 312 Sutter, 5th floor (chair: Howard Strassner, 661-8786, ruthow@juno.com)

Service Expansion discusses ways Muni can add service. Meets every three weeks on Wednesdays at SPUR, 6:30 PM; see calendar at left or contact the acting chair. (acting chair: Eric Carlson, 863-5578, pontneuf@earthlink.net)

Other Rescue Muni Initiatives

Membership (chair: Daniel Murphy, 665-4074, daniel@well.com)

Surveys (chair: Andrew Sullivan, 673-0626, andrew@sulli.org)

Any member may form a committee. If it meets at least four times per year, the committee may request appointment of a representative to the Steering Committee, the policy-making body of RESCUE MUNI.

RESCUE MUNI Calendar

Coming events, for the transit activist. If you would like to form a committee or add an event to the calendar, let us know! Updates are on www.rescuemuni.org.

date	event	location
MARCH 2002		
3/5, 5 PM	Municipal Transportation Agency Board	City Hall, Rm. 400
3/11, 6 PM	RM Executive & Steering Committees	SPUR, 312 Sutter, 5 th Floor
3/13, 6 PM	RM Metro Committee	SPUR
3/13, 6:30 PM	RM Service Expansion Committee	SPUR
3/19, 5 PM	Municipal Transportation Agency Board	City Hall, Rm. 400

MUNI RIDERS' SURVEY BEGINS ON MARCH 1ST AND ENDS MARCH 31ST!

APRIL 2002

4/2, 5 PM	Municipal Transportation Agency Board	City Hall, Rm. 400
4/3, 6:30 PM	RM Service Expansion Committee	SPUR
4/8, 6 PM	RM Executive & Steering Committees	SPUR
4/10, 6 PM	RM Metro Committee	SPUR
4/16, 5 PM	Municipal Transportation Agency Board	City Hall, Rm. 400
4/24, 6:30 PM	RM Service Expansion Committee	SPUR

MAY 2002

5/7, 5 PM	Municipal Transportation Agency Board	City Hall, Rm. 400
5/8, 6 PM	RM Metro Committee	SPUR
5/13, 6 PM	RM Executive & Steering Committees	SPUR
5/15, 6:30 PM	RM Service Expansion Committee	SPUR
5/21, 5 PM	Municipal Transportation Agency Board	City Hall, Rm. 400

Rider Tip: Commuter Check Expanded

Commuter Check, a federal program that provides tax relief to employers and employees for transit use, has expanded the tax savings available. The program provides payroll tax write-offs to employers who pay for employee transit costs or allows employees to receive transit funds as a tax-free benefit. On January 1, the maximum benefit for tax-free transit rose from \$65 to \$100 per month, per employee. The increase to \$100 allows employers to give employees up to \$1,200 per year as a tax-free benefit and increases their annual per employee savings to about \$120.

In the Bay Area, Commuter Check vouchers are redeemed for transit passes, tickets, and tokens and are accepted by all transit operators (including vanpools) throughout the entire region. About 80,000 commuters currently receive Commuter Checks at more than 3,200 Bay Area employers, who have enrolled since 1991.

We encourage Rescue Muni members to check with their employer to see if they participate in this program. If they do, spread the word with your co-workers. If they don't, encourage them to do so. ★

For more information call 800-559-7909, or visit www.commutercheck.com.

Rescue Muni's "Phase 0" Service Expansion Ideas

In advance of the major expansion that we are recommending, the Steering Committee has also voted to recommend short-term expansions that can be done quickly. The following was compiled by **Peter Ehrlich**; graphics are provided by **David Vasquez**.

The following are Rescue Muni's recommendations to Muni for Phase Zero transit improvements, which can be implemented quickly and easily, at relatively modest incremental cost:

- Reroute of **28** from Fort Mason to Fisherman's Wharf; all-daytime 28L service on full route, with locals running between California Street and SF State
- Reroute of **43** from Chestnut/Fillmore to Fort Mason, replacing 28
- Cutback of **29** to Golden Gate Bridge Toll Plaza (alternate daytime trips)
- Institution of new line **46-Presidio/46X-Presidio Express**, to be combined with current line 82X and 29 from Golden Gate Bridge to Letterman Hospital. 46X to run weekdays, daytime only; 46 on weekends, daytime only.
- Institution of new line **87-Geneva**, from Cow Palace to City College, weekday rush hours only
- Bi-directional service of **5** between Hyde and Market. Evening and owl service to/from Market & 4th/Grant
- Extension of **6** from 14th Avenue/Quintara to West Portal Station
- Extension of **71** to Ferries during all service hours
- Extension of **35** from Addison/Bemis to Glen Park BART
- Institution of **F** outbound stop at Steuart & Market at all times
- Institution of **76** service on Saturdays
- Establishment of **Golden Gate Transit/Muni transfer and pass arrangements** at selected stops within San Francisco

A. Reroute of 28 from Fort Mason to Fisherman's Wharf; All-Daytime 28L Service on Full Route, with Locals running between California Street and SF State

Route: Existing route from Daly City BART to Lombard/Laguna, then continue via Lombard, L-Van Ness, R-North Point, L-Larkin, L-Beach to existing 19 line terminal opposite Ghirardelli Square. Return via Beach, L-Polk, R-North Point, L-Van Ness, R-Lombard, etc.

Alternate Terminal: Proposed route extension to Larkin/Beach, then R-Beach, L-Leavenworth, L-Jefferson, L-Hyde to old 32 line terminal on Hyde at Jefferson. Return via Hyde, R-Beach, L-Polk, etc.

Limited Stops for 28L on 19th Avenue and Lombard:

- Daly City BART [14L/14X, 54; BART; SamTrans]
- 19th Avenue/Holloway (SF State University) [M, 17, 26, 28 Local, 29]
- 19th Avenue/Winston (Stonestown) [M, 17, 18, 29]
- 19th Avenue/Sloat [23]
- 19th Avenue/Taraval [L]
- 19th Avenue/Quintara [48, 66]
- optional stop: 19th Avenue/Noriega [71, 3-4 blocks away]
- 19th Avenue/Judah [N]
- optional stop: 19th Avenue/Irving [29 IB only]
- 19th Avenue/Lincoln [29, 71/71L, 16AX, 16BX]
- Park Presidio/Fulton [5]
- optional stop: Park Presidio/Balboa [31, 31AX, 31BX]
- Park Presidio/Geary [28 Local, 38/38L, 38BX]

- Park Presidio/California [1, IAX, IBX]
- Golden Gate Bridge Toll Plaza [29, 46/46X; Golden Gate Transit]
- Richardson/Baker [30, 30X; 45 2 blocks away; 43, 46/46X, 1 block away]
- Lombard/Fillmore [22, 43, 46/46X, 30; 30X, 1 block away; Golden Gate Transit]
- Lombard/Laguna [43, 46X]
- Van Ness/Chestnut [30, 30X, 47, 49]
- Van Ness/North Point [10, 49]
- North Point/Polk [10, 19, 30, 47]
- Larkin/Beach

If extended to Jefferson/Hyde:

- Beach/Hyde [Powell/Hyde cable car]
- Leavenworth/Jefferson [F 1 block away]
- Hyde/Jefferson

Service hours: 28L Weekdays, 6:00a-6:30p; weekends, 9:00a-6:00p.

28 Local between SF State and Park Presidio/California: Weekdays, 6:00a-6:30p; weekends, 9:00a-6:00p.

At all other times, 28 Local covers entire route, making all stops on 19th Avenue and Lombard.

Headways: 28L Weekdays, 6:30a-8:30a, every 6-10 minutes; 8:30a-2:30p, every 12 minutes; 2:30p-5:45p, every 8-10 minutes; 5:45p-6:30p, every 12 minutes. Weekends, every 12 minutes.

28 Local: 5:30a-6:30a (full route), every 15 minutes; 6:30a-8:30a, every 6-10 minutes (short route); 8:30a-2:30p, every 12 minutes; 2:30p-5:45p; every 8-10 minutes; 5:45p-6:30p, every 12 minutes; 6:30p-8:00p, every 15 minutes (full route); 8:00p-end of service, every 20 minutes. Weekends: 5:30a-9:00a, every 15 minutes (full route); 9:00a-6:00p, every 12 minutes (short route); 6:00p-8:00p, every 15 minutes (full route); 8:00p-end of service, every 20 minutes.

Timed transfers between southbound 28L and 28 Local southbound at Park Presidio/ Geary (not California), northbound at SF State.

Vehicle requirements: Currently, 28/28L re-

quires 16 vehicles AM peak, 9 base, 12 in PM peak, 5 evenings, 10 weekends. Proposed service requirements: 16 vehicles AM peak, 14 base, 17 in PM peak, 6 evenings. 14 weekends.

Justification: Currently, it is a complicated procedure for visitors and residents to reach the Golden Gate Bridge, a major tourist attraction, from the Northern Waterfront and Downtown San Francisco. Riders aspiring to reach the Bridge must make two transfers, a complicated, time-consuming procedure, or take Golden Gate Transit from downtown, whose fare is double that of Muni. Both of these prospects are a big turn-off. Not only does extension of the 28 line to the Wharf make this a simpler and faster procedure, but it also provides a fast, direct service for residents of the western part of the city to access the Wharf. In addition, making the 28L run the full route provides faster service.

19th Avenue/Park Presidio and Lombard are both parts of Rescue Muni's proposed Bus Rapid Transit plan for fast transit corridors in the city.

B. Reroute of 43 from Chestnut/Fillmore to Fort Mason, replacing 28

Route: Existing route from Lombard and Webster continuing via Lombard, L-Laguna, R-into Fort Mason. Return via L-Laguna, R-Lombard, etc.

Service hours/Headways: No change.

Vehicle requirements: No change expected.

Justification: With the 28/28L extended to the Wharf, service to Fort Mason is replaced by Line 43. This has an advantage of bringing more riders from the central north-south spine of the city into the Fort Mason recreational area.

C. Cutback of 29 to Golden Gate Bridge (Alternate daytime trips)

Route: The 29 would no longer serve The Presidio east of the Toll Plaza, but will provide access to points west of the Golden Gate Bridge, to Baker Beach, West Lincoln Blvd. and other points. Currently, every other trip operates north of Sea Cliff/Baker

Maintenance also sees substantial reductions in overtime, increased salary savings from positions to be held vacant, and major cuts in materials and supplies. Muni management likes to say that these are "significant challenges" to manage next year. One must wonder if they can be "managed" without adversely affecting service delivery. It appears doubtful.

Lastly, there is much improvement needed in the budget preparation and review process. Terming it a "process" is somewhat generous; it consisted of a small number of short, vague memoranda citing the revenue shortfall, summarizing staff's (very) high-level approach to bridge the gap, offering no real details or explanations, and including no alternatives or discussion of policy trade-offs. The preliminary budget book was not made available until January 31st, and the final proposal was not available until February 15th. The MTA Board approved the budget proposal, after some discussion and changes to address labor concerns, at its meeting February 19th. Thus, there was little time for meaningful discussion or inquiry about the budget proposal. The final document did not even include a full department-wide (or even division-level) position detail.

The MTA Citizens' Advisory Council (CAC) made a number of specific recommendations regarding the budget at the MTA Board meeting on February 19th. The Board chose not to respond to those recommendations. The Finance and Administration Committee of the MTA CAC held several meetings regarding the budget and is still waiting for responses from staff to questions raised. These will be pursued.

Overall, having seen many years of Muni budgets, I was displeased with both the process and the information content this year. An average rider or member of the public would have no real ability to understand the documents or the likely service impacts from their approval. Those of us who understand were not much better off. The public deserves a lot more from this process.

It's pretty easy to coast in good economic times; it's in tougher times like this that greater public scrutiny is warranted. We run the real and substantial risk of undermining the improvements of the last few years by underfunding support functions in favor of keeping buses on the road while not increasing fares; history has shown that to not be a sustainable budget strategy for Muni. ★

the book

Wash that Muni rage right outta your hair! It's cheaper than therapy. Need a gift for someone you love (or sit next to on the bus)? Puni is for you.

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For this week's Puni, see:

<http://www.sfweekly.com/comics/puni/index.html>

Muni Budget Reduced; Some Service Cuts Expected

Steering Committee and Muni CAC member **David Pilpel** has this update on the Municipal Railway's fiscal year 2003 budget, and service changes.

The Annual Operating Budget for Muni was recently approved by the Municipal Transportation Agency (MTA) Board. It is now forwarded to the Mayor and the Board of Supervisors (BOS). Under Proposition E (Nov 1999), the Mayor cannot change the budget and simply forwards it to the BOS. The BOS can only approve or reject the budget as a whole; they cannot change individual line-items as they do with other City departments. Moreover, if the BOS takes no action on the budget by August 1st it is approved.

So much for the formalities. In dollar terms, the operating budget is **\$449 million**, a reduction of \$13.5 million from the current year. Also incorporated is about \$30 million in cost increases, largely the result of labor agreements, so the total is about a 10 percent reduction in real dollars. Why is this, what can we expect in terms of service, and was the budget process helpful? Let's see.

Muni gets operating money from passenger fares, parking revenues, City general funds, federal and state subventions, and other sources (like advertising on buses). These revenue sources are quite susceptible to economic conditions. This year, the downturn in the economy, both before and after Sept. 11th, have resulted in less actual revenue than was budgeted for. Revenue forecasts for next year have been similarly reduced. Although revenue has been increasing in the past

few years (and service improving as a result), this is no longer true.

To bridge the budget gap, Muni/MTA staff cut substantially in non-salary items such as materials and supplies, professional services, telephone, training, and travel. Salary items cut include a substantial reduction in overtime and increased salary savings from holding various positions vacant. Lastly, "service adjustments" (Muni's term) of \$4 million are included. To make the \$4 million target, savings were identified from operating only Bredas on Metro lines, including one operator per train on the L Taraval, "scheduling efficiencies" (again, Muni's term) which Muni operators are protesting, and specific service reductions as follows:

5 Fulton: Eliminates additional peak hour service added recently

10 Townsend: Reduces service by increasing headways throughout the day

19 Polk: Reduces service by increasing headways throughout the day

There has been some discussion of other possible service changes, but these are the only ones that have been included at this time. In addition to the specific service changes, Muni is intending to restructure shift scheduling for street inspectors, managers, and other unidentified personnel to reduce overtime substantially. It is difficult to assess the likely impact on service delivery since little information is known about these changes.

Beach to Letterman Hospital (demolished).

The new 46/46X-Presidio/Presidio Express will take over the winding route through The Presidio, with improved connections from the northeastern and downtown areas of the city.

Service hours/Headways: No change.

Vehicle requirements: Currently, the 29 requires 11-13 vehicles during the daytime. With cutback to the Toll Plaza, one fewer coach will be required.

D. Institution of new line 46-Presidio/46x-Presidio Express, to be combined with present line 82X and 29 from Golden Gate Bridge to Letterman.

Daytime service; 46X to run downtown, weekdays only, with expanded service; 46 to Fisherman's Wharf weekends.

Route: From Golden Gate Bridge Toll Plaza via Lincoln Blvd., L-McDowell, R-Crissy Field Avenue, Mason, R-Halleck, R-Lincoln Blvd., L-Montgomery, L-Moraga, L-Funston, R-Presidio Blvd., Letterman Drive, Lombard, L-Van Ness, R-North Point, R-Embarcadero, R-Battery, R-Washington, L-Sansome, L-Bush, R-Battery, 1st Street, L-Harrison, R-Main, L-Bryant, R-Embarcadero, R-Brannan, L-4th to Townsend. Return via 4th, L-King, L-3rd Street, R-Brannan, L-Embarcadero, L-Bryant, R-Main, L-Harrison, R-Fremont, Front, L-Pine, R-Sansome, L-Embarcadero, L-North Point, L-Van Ness, R-Lombard, Letterman Drive, Presidio Blvd., R-Funston, R-Moraga, R-Montgomery, R-Lincoln Blvd., R-Halleck, L-Mason, Crissy Field Avenue, R-Lincoln Blvd. to Toll Plaza.

Local stops within Presidio, and on Lombard Street. Then express stops from Van Ness/Chestnut to Sansome/Battery/Lombard:

- Lombard/Laguna [43, 28/28L]
- Van Ness/Chestnut [30, 30X, 47, 49]
- North Point/Polk [10, 19, 28/28L, 30, 47]
- North Point/Stockton [10, 15, 39; F, 1 block away]
- Battery/Lombard (IB) [F, 1 block away]

- Sansome/Lombard (OB) [F, 1 block away]

Then local stops on remainder of route.

Service hours: 46X 6:15a-6:00p weekdays; 46 8:00a-6:00p weekends

Headways: Every 15 minutes at all times. 12-minute rush hour service to be considered.

Vehicle requirements: 7 vehicles on weekdays; 3 weekends.

Justification: Provides all-daytime weekday express service between downtown and The Presidio (an improvement over current off-peak direction service), with service between the Wharf and Presidio on weekends. More frequent service within The Presidio. Supplements Line 10 on North Point and Battery/Sansome; restores weekday service lost to housing developments at South Beach when Line 10 replaced Line 42 in February 2001.

E. Institution of new line 87-Geneva, from Cow Palace to City College, Weekdays, Rush Hours Only

Route: New route from Cow Palace (Geneva/Santos) via Geneva, L-Ocean to City College/Phelan Loop. Return via L-Ocean, R-Geneva, R-Velasco, R-Pasadena, R-Geneva to terminal at Santos. Supplements Geneva Avenue services on lines 15, 29, 43 and 91 to relieve overcrowding.

Service hours: 5:30a-8:45a toward Balboa Park and City College, AM; 7:00a-8:30a toward Cow Palace AM (deadhead at other times in AM); 4:15p-6:45p toward Cow Palace PM (no service in other direction).

Headways: Every 10-15 minutes, AM; every 8-15 minutes, PM. First two AM trips begin at Bayshore & Arleta; last three PM trips terminate at Arleta & Bayshore.

Vehicle requirements: 3, AM; 3, PM.

Justification: Westbound coaches coming toward Balboa Park BART Station, the fourth-busiest station in the entire BART system and the busiest outside of downtown San Francisco, have crush loads even at 5:30a. Coaches on line 43, 29 and 54 arrive at Balboa Park every 20 minutes in

the early morning; line 43 begins service at 5:15a; the first coaches on lines 15, 29 and 54 don't begin arriving at Balboa Park until 6:15a—too infrequent and often bunched together.

This new line will relieve overcrowding. Line extended to City College to handle students riding there. Morning eastbound service between 7:00a and 8:30a provides service for school-bound kids.

F. Bi-Directional Service of 5 between Hyde and Market. Evening and Owl service to Market/4th St/Grant, with inner terminal at Market/Grant. *Route:* Inbound from McAllister and Hyde continuing via McAllister (contraflow lane, buses only), L-Market. Evening and Owl loop via Market, R-4th Street, L-Mission, L-3rd Street, L-Market to new terminal at Grant.

Service hours of new evening and owl inner terminal: 6:45p-5:00a.

Headways: No change.

Vehicle requirements: 1-2 additional vehicles required for evening service; no change in owl service requirements.

Justification: New bi-directional routing on McAllister restores original service prior to BART construction in 1967, and saves up to 3 minutes of running time over existing round-the-block route. Relocation of evening and owl inner terminal improves service of riders to/from downtown who are now forced to make an inconvenient and sometimes dangerous transfer at current McAllister/7th Street North night terminal. Cost of erecting necessary overhead wires relatively small (approx. \$1.5 million).

G. Extension of 6 from 14th Avenue/Quintara to West Portal Station

Route: From 14th Avenue/Quintara via L-14th Avenue, L-Taraval, R-Lenox to Ulloa. Return via Ulloa, 14th Avenue, R-Quintara, etc.

Service hours/Headways: No change.

Vehicle requirements: 1-2 additional vehicles required weekdays, daytime and Saturdays; 1 additional vehicle required nights and

Sundays.

Justification: Extension of the 6 line to West Portal Station has been desired by Muni Planning and many residents of the Golden Gate Heights neighborhood for 20 years, but has been resisted by the West Portal Merchants Association and others in that area. It's time to make this transit improvement, despite the \$6-8 million capital costs for the electrification.

H. Extension of 71 to Ferries during All Service Hours

Route: No change in route.

Service hours of new evening and weekend terminal: 7:00p-end of service weekdays; all day weekends.

Headways: No change.

Vehicle requirements: 1-2 additional vehicles required.

Justification: Currently, night and weekend service on the 71 begins at 2nd & Market, with the majority of outbound passengers boarding at 4th Street. With the recent reroutes of Market Street services going to the Ferries, two routes—9 and 31—no longer run the full length of Market Street. After 7:00p, only lines 21 (not accessible) and F (accessible only at certain Market Street stops) operate from Steuart Street. Extending the 71 to Steuart Street improves service for riders making Ferry connections and provides accessible service presently only provided by lines F, 31 (turns at Spear, goes to Mission/Main) and 9 (terminates at 2nd Street evenings and weekends).

I. Extension Of 35 From Moffitt/Bemis To Glen Park BART

Route: Extended from Moffitt and Bemis continuing across Bemis via Roanoke, R-Chenery, L-Natick, R-Arlington, R-Bosworth to terminal at Diamond (IB 44/52 stop). Return via R-Diamond, R-Chenery, L-Roanoke (or Mateo), R-Bemis, L-Addison, etc.

Service hours/Headways: No change.

Vehicle requirements: Will require 1 additional vehicle during all hours of service due to longer route (except in PM peak). Possible

not have the ability to quickly assign them to projects. This is a common problem affecting small, all-volunteer organizations like Rescue Muni, and it is one we have been trying to solve for some time. **If you are a good volunteer coordinator, or you would like to become one, AND you have some time to dedicate to the organization, please contact us!** Your contribution will be greatly appreciated - and recognized - by your fellow members.

5. Web Site: If you are a Web designer in need of a pro bono project, we can always use Web maintenance and design help. We aren't looking for a fancy,

Flash/Java/sound/scripting-enhanced site - just something basic that is easy to use and up to date. Perl hackers are particularly needed to update some of our automated tools. Add the Rescue Muni site to **your** portfolio!

6. Membership: We need volunteers to help us recruit new members. Just hand out membership fliers and/or survey forms (we'll give them to you) to your fellow riders.

Rescue Muni is only as successful as its members and volunteers make it. With your help, we can keep the pressure on for better service, and make transit in San Francisco the best it can be! Volunteer now. ★

N-Judah Noise Triggers Protest

Cole Valley resident Kevin Minh recommends that Muni accelerate track replacement on Carl Street.

Muni started replacing the troublesome Boeing streetcars with the slick air-conditioned Breda cars in 1998, and it completed replacement last year. The new Bredas were better for drivers, easier to repair for mechanics, and more comfortable to ride for passengers. However, they are 33% heavier than the former Boeing streetcars, and are therefore a constant cause of noise and vibration for those of us who live on the tracks. In addition to the raucous rumbling residents' experience, the vibrations cause significant damage to the road surface and our residential structures.

Consultants for Muni performed studies in 1999 that showed the vibration and noise levels were above acceptable standards, but nothing has been done to improve the situation. What is needed is the type of track bedding that has been installed on the

Embarcadero. The concrete bedding dampens the vibration and reduces the noise. If it's good enough for the tourists, tenants of the sparsely inhabited luxury high rises and nearby businesses in SOMA, then shouldn't it be good enough for Cole Valley residents?

As a Cole Valley resident, I am organizing a petition drive to try to change the situation. I'm collecting signatures on a letter written to Muni imploring them to replace the tracks and track bedding on Carl Street so that the vibration will be dampened and noise reduced. If you would like to give your feedback or are interested in signing the petition, contact Kevin Minh at Kminh@hotmail.com with the subject "Cole Valley – Muni Tracks Initiative" or write to Cole Valley Improvement Association, PO Box 170611, San Francisco, CA 94117, Attn: Muni Tracks. ★

RM Needs You *continued*

in the first quarter of 2001-02, Muni's on-time performance was **66.9%** system-wide, still an improvement from years past.

Muni still has a way to go to hit the 85% target established in the Charter for 2004; at the Stakeholders' Workshop in February, Director Michael Burns pointed out that additional transit preference on the streets, among other changes, will be needed for the railway to meet this goal.

So if Muni is making such progress, why do we need your help at Rescue Muni? Because we still have a long way to go to make San Francisco's transit service the best it can be. While Muni has improved significantly since our founding in 1996, it still is not providing the kind of **rapid transit** that can get many San Franciscans to give up their cars. To help us lobby Muni, and San Francisco policymakers, towards this end, we need your help. Email us at transit1@rescuemuni.org or call 273-1558 if you can participate in:

1. Muni Riders' Survey: This annual project measures Muni's performance **objectively** based on actual riders' own experiences. This year, we are running the survey in March, and your *Transfer* includes two survey forms. **Whenever you ride Muni in March**, please take the time to record the **exact times** when you arrive at the stop, the bus arrives, and you arrive at your destination. You can also help us by observing transit vehicles as they pass one point over a period of time - there's a form on www.rescuemuni.org to record these observations on our web site, or you can simply record route, direction, and time for each vehicle, and send it via email to

transit1@rescuemuni.org.

We are also looking for additional volunteers to **run the survey**. Of course it's most important that you **participate** - but if you can help us organize it, the results will be much better. Areas of particular need include the survey **database** and **web development; volunteer coordination; and data entry**. If you have even a few extra hours to spend to help us and have a computer, we need you!

2. Service Expansion and Metro Committees: We have two active Committees discussing issues affecting Muni and public transit in San Francisco. Meetings are listed in the Rescue Muni calendar, on page 14. The **Service Expansion Committee** has developed detailed recommendations for additional service and rapid-transit improvements to current corridors; the committee's "Phase 0" recommendations are in this newsletter (page 3). As Muni contemplates additional projects, this committee will play an important role! The **Metro Committee** makes detailed recommendations about how to improve light rail service (and was an early proponent of the Castro Shuttle that now runs daily).

3. Other Committees: If you don't see a committee that covers your area of interest - form your own! Any member may form a committee, and standing committees can recommend representatives to our board. Previous committees (now retired) have covered issues like Service Standards. We can help you find a meeting place at SPUR (312 Sutter, fifth floor) or elsewhere.

4. Volunteer Coordination: An area where **we need help** is volunteer coordination! Many times potential volunteers will call or write us and we will

solution is to not operate Glen Park service at 8:00p weeknights and all day on weekends, with nearby 52 line available.

Justification: This improvement has been sought by the lower Diamond Heights neighborhood for many years.

J. Institution of outbound F Line stop at Steuart/Market

Route, Service hours, Headways, Vehicle requirements: No change.

Justification: Since the opening of F-Line service from Fisherman's Wharf in March 2000, streetcars have never stopped at the Steuart/Market passenger stop because it is not accessible. However, with the re-routing of lines 9 and 31 away from Steuart Street, outbound service in daytime has been cut by a third. With F streetcars making the outbound flag stop at Steuart/Market, this adds more service and convenience for transferring Ferry riders and others. Although the stop is not accessible for F streetcars, handicapped platforms are available nearby at Ferry Plaza, the Ferry Building and Market/Drumm/Main. (No change in inbound stops.)

K. Institution of 76 Line service on Saturdays

Route: No change.

Service hours: 10:30a-6:30p—same as Sun.

Headways: No change.

Vehicle requirements: 2, same as Sundays.

Justification: The GGNRA currently funds Sunday service on this popular scenic route. Funds are being sought from GGNRA or other sources to introduce Saturday service, which is desired.

L. Establishment of Golden Gate Transit/Muni Transfer arrangements at selected stops within San Francisco

Justification: Currently, there is no inter-agency transfer arrangement between Golden Gate Transit buses and Muni vehicles within San Francisco. Nor can GGT pick up and discharge San Francisco local passengers, except at the Golden Gate Bridge Toll Plaza. Rescue Muni proposes an agreement whereby passengers coming from Marin County be able to use Golden

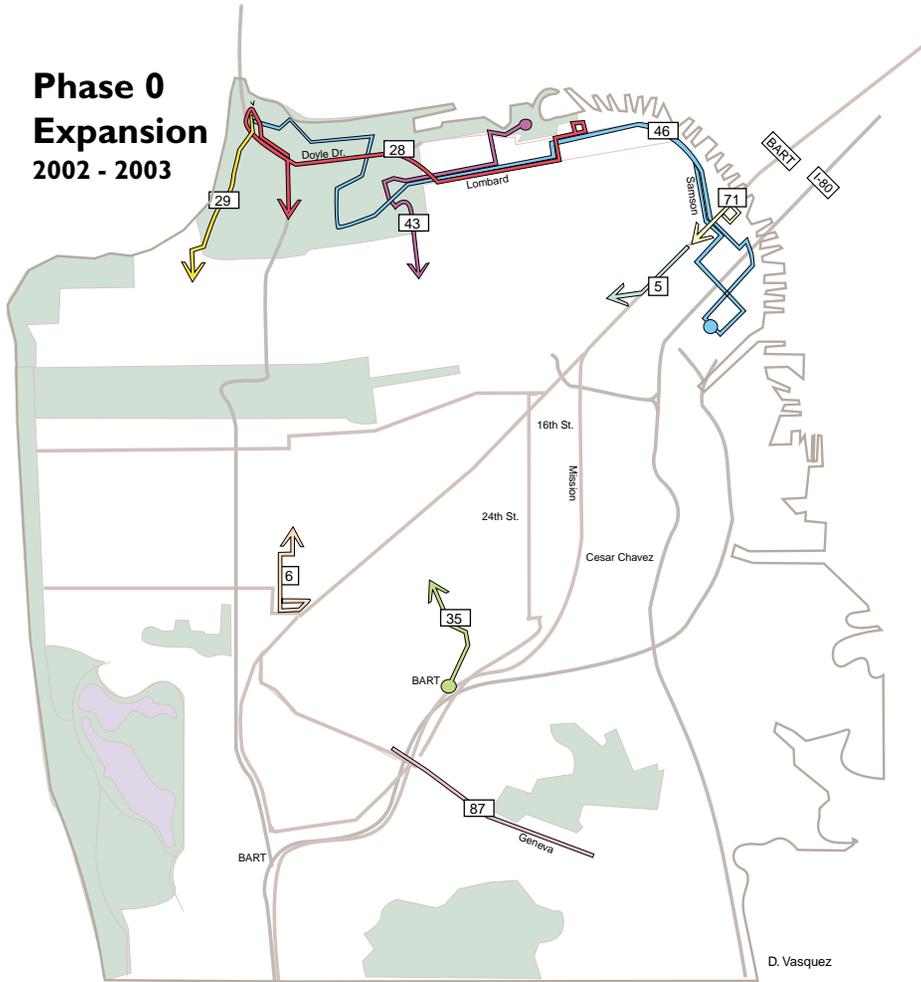
Gate transfers at the Toll Plaza to connect with lines 28/28L, 29 and 46/46X, for a single continuous ride (no transfer issued by the Muni operator). Similarly, passengers presenting a valid Fast Pass or transfer be given a ride credit toward the applicable GGT fare to Marin County, but only at the Toll Plaza. Also, passengers boarding at 7th Street N. & Market or Van Ness/Geary ONLY can board with a Muni Fast Pass or valid Muni transfer to go to the Golden Gate Bridge Toll Plaza OR Richardson/Baker ONLY, or at the Toll Plaza or Richardson/Baker ONLY to go inbound, without paying a fare above the standard Muni fare. As with BART, an appropriate funding formula needs to be arranged. Rescue Muni urges the two systems to work out such an agreement to improve transit connectivity.

Locations of GGT transfer arrangements:

- 7th Street North/Market [from any Market Street line to GGT, travel within San Francisco to Richardson/Baker or GG Bridge Toll Plaza only, or \$1.00 credit toward GGT fare to Marin/Sonoma Counties]
- Van Ness/Geary OB [from 38/38L, 47, 49, same as 7th St. North/Market]
- Lombard/Fillmore [from 22, 30, toward Marin/Sonoma only]
- Richardson/Baker [discharge only OB, pick up only IB. Muni passes/transfers or payment of \$1.50 fare valid on GGT IB]
- GG Bridge Toll Plaza [discharge OB for local passengers, \$1 credit toward GGT fare for boarding passengers. Discharge for transferring passengers to Muni lines, with GGT transfer or pass valid for Muni (no transfers issued); pickup IB for local passengers, Muni transfers and passes or payment of \$1.50 cash fare valid on GGT IB]
- Passengers boarding IB at Toll Plaza or Richardson/Baker can alight at any GGT bus stop.

Rescue Muni encourages Muni staff to plan these expansions to normal service and pursue funding to make them available as soon as possible. ★

**Phase 0
Expansion
2002 - 2003**



Expansion Projects

- (28) A. Reroute of 28 from Fort Mason to Fisherman's Wharf
- (43) B. Reroute of 43 from Chestnut/Fillmore to Fort Mason
- (29) C. Cutback of 29 to GG Bridge
- (46) D. New line 46-Presidio/46x-Presidio Express
- (87) E. New line 87-Geneva, from Cow Palace to City College

- (5) F. Bi-Directional Service of 5 between Hyde and Market
- (6) G. Extension of 6 from 14th Avenue/Quintara to West Portal Station
- (71) H. Extension of 71 to Ferries during All Service Hours
- (35) I. Extension Of 35 From Moffitt/Bemis To Glen Park BART

Don't Forget: Muni Riders' Survey is this month!

Survey forms are in your Transfer -

take the survey every time you ride Muni.

Proposition 42: Two Opinions

Rescue Muni recently voted to **oppose state Proposition 42**. However, opinions on this proposition are still divided among transit advocates. Below, a BART board member and a Rescue Muni steering committee member share their opinions on this proposition.

NO: Roy Nakadegawa

Is transportation the public's highest priority? Our regional transportation agency MTC's poll (3% accuracy) indicates the most important public issues, surprisingly, was not "Transportation and Congestion". It came out several places below "Spending Public Funds Wisely" and "Improving Education". The present Gasoline Sales Tax goes into the general fund and is spent for Education, Health, Transportation, etc. So, presently these funds are being spent in keeping with the people's concern rather than only for transportation as Proposition 42 proposes.

Regional Transportation Agencies realize there is little they can do with highways to relieve congestion, so they are shifting funds to transit and other alternatives in their Plans -- some over 65%. However Proposition 42 permanently allocates Gasoline Sales Tax for roads 80% and transit 20%. To increase beyond 20% for transit and alternatives will require a 2/3 state-wide vote of legislators.

A Gas Tax rather than a Sales Tax should provide transportation funding. In today's dollars the Gas Tax is taking in less than 30 years ago. Transportation funding should be increased in keeping with the consumer price index. Other developed countries charge at least \$3 per gallon for gasoline. This \$3 includes \$2 in Gas Tax, which keeps their highways in good condition as well as providing decent alternatives.

With the State's current \$12 billion deficit, let us not siphon off general fund monies into a special transportation fund allocating only 20% for transit permanently at the expense of other important funding categories. ★

YES: Daniel Krause

I am a member of the Steering Committee for Rescue Muni. Recently the Steering Committee voted to not support Proposition 42, a state measure which will redirect some gas tax revenue from the general fund to transportation projects exclusively. In my view, Rescue Muni members should support Prop 42. I believe when the steering committee voted on prop. 42, there was confusion over how the pots of money could be used. But now it is becoming more clear that prop 42 will likely benefit transit in the Bay Area tremendously. The funding break out of prop 42 is as follows:

- 1) 40% for local roads (fixing pot holes, etc).
- 2) 40% for capital projects (highways or transit)
- 3) 20% for transit (operations & capital projects)

The 40% for capital projects was previously thought to be exclusively for roads, therefore we could not support it. But in fact, regions have the option to **choose** how to spend these capital funds. If people want roads, they get roads. But the Bay Area has shown an overwhelming commitment to funding transit in recent years over new highways. Therefore, it is likely that much of the prop 42 money will go to transit as long as advocates like ourselves stay vigilant. Bottom line, the additional funds raised by Prop. 42 will enable many more transit projects to move forward. ★

